



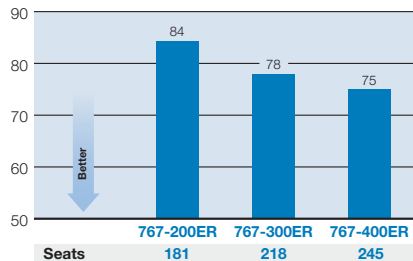
767

767: RESPONSIVE IN A DYNAMIC MARKET

The 767 is the popular workhorse more airlines count on worldwide. Available in three model sizes, this family of twin-aisle twinjets accommodates from 181 to 245 passengers in typical three-class seating arrangements or up to 375 passengers in a high-density interior arrangement. Renowned for versatility, the 767 family offers a proven combination of range, capacity, economics, and field performance that lets airlines pioneer new markets and adapt to changes in existing markets.

ENVIRONMENTAL PERFORMANCE

Carbon dioxide, g per seat-km



- 3,000-nmi (5,555-km) trip
- Typical mission rules
- Three-class seating

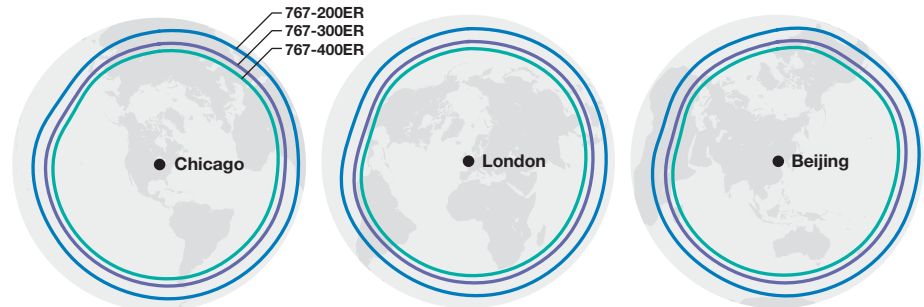
The 767 incorporates innovations that maximize airplane performance. All today's 767s offer improved aerodynamics, provisions for in-flight entertainment systems, and an updated passenger cabin with increased overhead stowage and a greater sense of open spaciousness. This curvilinear 777-inspired interior further enhances the popular 767, which offers the highest percentage of window or aisle seats of any twin-aisle jetliner.

The 767-400ER features a state-of-the-art, all-digital flight deck. It and the 767-200ER

and 767-300ER share the same pilot type rating as all earlier 767s as well as a common type rating with all 757s. Operators benefit through lower training costs and the ability to assign flight crews more efficiently.

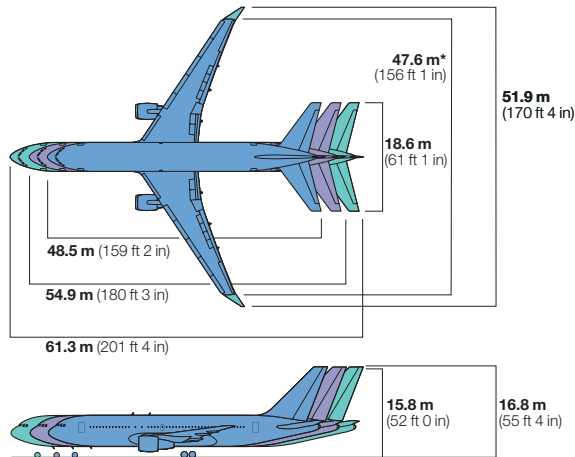
The Boeing 767 twinjet family meets all current emissions limits. Structural, aerodynamic, and propulsion efficiency together explain this environmental preference over many competing airplane types. The 767 family is also extremely quiet, with all models meeting ICAO Chapter 4 noise standards.

RANGE CAPABILITY



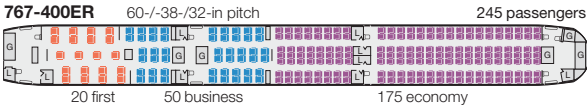
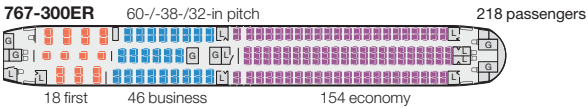
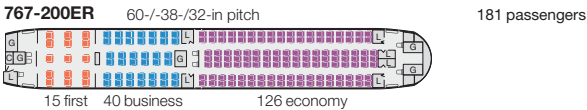
- Full passenger payload
- Typical mission rules
- 85% annual winds
- Airways and traffic allowances included

DIMENSIONS



*767-200ER and 767-300ER wingspans

INTERIOR ARRANGEMENTS



CHARACTERISTICS

		767-200ER		767-300ER		767-400ER	
		Basic	Maximum	Basic	Maximum	Basic	Maximum
Maximum taxi weight	kg (lb)	157,390 (347,000)	179,620 (396,000)	172,810 (381,000)	187,330 (413,000)	181,890 (401,000)	204,570 (451,000)
Maximum takeoff weight	kg (lb)	156,480 (345,000)	179,160 (395,000)	172,360 (380,000)	186,880 (412,000)	181,430 (400,000)	204,110 (450,000)
Maximum landing weight	kg (lb)	126,090 (278,000)	136,070 (300,000)	136,070 (300,000)	145,140 (320,000)	158,750 (350,000)	158,750 (350,000)
Maximum zero fuel weight	kg (lb)	114,750 (253,000)	117,930 (260,000)	126,090 (278,000)	133,800 (295,000)	149,680 (330,000)	149,680 (330,000)
Typical three-class seating		181	181	218	218	245	245
Lower hold volume	m ³ (ft ³)	82.9 (2,925)	82.9 (2,925)	108.8 (3,840)	108.8 (3,840)	132.3 (4,670)	132.3 (4,670)
Fuel capacity	L (U.S. gal)	90,770 (23,980)	90,770 (23,980)	90,770 (23,980)	90,770 (23,980)	90,770 (23,980)	90,770 (23,980)
Fuel consumed ^[1]	Liters per pass-100 km	3.3	3.3	3.1	3.1	2.9	2.9
Design range (typical three-class)	nmi	5,010	6,585 ^[2]	4,970	5,975 ^[2]	4,275	5,625 ^[2]

^[1] 3,000-nmi (5,555-km) trip

^[2] Fuel volume limited



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